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ONE SHILLING.

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SOME OF THE 75,000 GERMANS CAPTURED BY THE BRITISH FORCES SINCE AUGUST 1: A TYPICAL SCENE IN THE PRELIMINARY COLLECTING-CAGES.

Writing on September 4, Mr. H. Perry Robinson said: "In three days we have taken nearly 15,000 prisoners, making the total taken by the British Armies alone since the beginning of August over 70,000." On September 8 Sir Douglas Haig reported: "The number of prisoners captured by British troops during the first week of September exceeds 19,000," and in a Special Order of the Day of September 10 he recorded the capture of

75,000 prisoners in four weeks. Our photograph shows prisoners captured by the Canadians, whose official correspondent, Mr. J. F. B. Livesay, writes on September 3: "The Canadian Corps is credited with over 20,000 prisoners as the result of a month's work." The total taken by all the Allies on the Western Front from July 18 to August 31 was estimated in Paris to be 128,302, of whom 75,900 were captured on the French front.

PHOTOGRAPH BY CANADIAN WAR RECORDS.



By G. K. CHESTERTON.

A FEW days ago I received the hint of a possible misunderstanding, touching a matter about which I should certainly desire to be understood. It is only a matter of names; but it is hideously stupid to despise names, especially when they are also nations. It concerns the whole question of the use of the words "English" or "British," especially when they are supposed either to include or to ignore the word "Scottish." Now I do not claim, writing currently about complicated things, that I always use the word "English" rightly. But I do claim that I do not use it wrongly in the sense in which such critics commonly suppose it to be used wrongly. First, I do not, whatever else I do, neglect the special national claim of the Scots. And second, I do not, whatever else I do, use the term for the mere

is chiefly employed in pleading for England as a neglected, and sometimes even an oppressed, nationality.

But, of course, it is true that considerable complications arise when we speak of the armed unity of these nations in a great war. The chief complication arises when such a group of nations follows some course in which it really is under the historic influence of one of those nations. There are cases where we should say "German," and other cases where it is more natural to say "Prussian." Thus we should say that the Germans are coarse and clumsy, because they would be coarse and clumsy if Prussia had never existed. But we should say that the Prussian is imperious and ambitious, because it is he alone who has made the other Germans so. Transferring this distinction to our own (fortunately more amiable) differences, there are things both good and evil in which the English happen to have led the way, even where many whom they have most successfully led have been Scottish or Irish. For instance, I fancy it is quite fair to talk of the English tradition of adventure on the sea, because the tradition had really attracted the notice of the world, in men like Drake and Hawkins, before England was united with Scotland at all. But it would be a plain lie to say that the tradition of a fine infantry, fighting in formations like the square, was a purely English tradition. For that had really been a Scottish tradition, from the clumps of pikemen at Falkirk to the Highland squares at Waterloo. It may sound a little quaint, but there would really be a case for talking about the British Army and the English Navy.

It is broadly the fact that our foreign policy has been that of England; but I am far from sure that the fact involves any compliment to England. The squirearchy of South England combined with the squirearchy of North Germany against the French and Irish Revolutions, in the days when we had not discovered that the German word for squire was junker. The squires of South England fought gallantly and figure honourably

in history. But, touching the truth about the whole trend of Europe, it might have been better if some other branch of the British system had determined our choice. I seriously think we should be stronger to-day if we had shared the mediæval sympathy with the French which was the mark of Scotland, or the more modern sympathy with the French which was the mark of Ireland. A peasant owning and tilling his field in the most

desolate extremity of Connemara is more like a peasant in the orchards of Normandy or the vineyards of Champagne than he is like an agricultural labourer in Suffolk or Essex. Unfortunately for the British group, it was its least Continental part that decided its Continental policy. We gained the sympathy of the Germans, who were really our rivals, at the expense of straining the sympathy of the Scots and

Irish, who were really our partners. It was a black and tragic blunder, and we have not done with it yet. From this it will be seen that, while I still think England has led in external relations, I am not eulogising England at all extravagantly in saying so.

Given this view, my Scottish or Irish friends will see how natural it is to talk of England doing this or that, in dealings with the Triple Alliance or the Turk, when the matter involved is really the mercantile, maritime, and largely aristocratic policy that can be traced from the Elizabethan tradition. But I not only think it would be improved by other national influences, I think it will be still more improved if those influences remain highly national, and even nationalist. Like Stevenson, I would have the Scot date his letters from Scotland, and not North Britain. For there is a particular tradition of Scotland which should be also of particular value in the struggle with Germany. As a fact, every nation has a separate quarrel with Prussia. The Scottish spirit in history, with its intensity, its romance of continual rebellion, its more or less mystical independence, its intellectual flame of the fanatic, is especially incompatible with the machinery of modern Prussia, which rules out all rebellion and breaks the back of all individual dignity. For Prussia is the foe of all freedom, whether of the good fellow who wants to do as he likes, or the enthusiast who wants to do as he dislikes. All colours are washed out in the highly efficient Prussian laundry; and none would fade more sadly than that very unmistakable colour of Scotland, which is at the first glance grey, and on a closer glance purple.



PRESENTED TO EACH JEWISH RECRUIT: AN ANCIENT ROMAN MEDAL REVERSED TO SYMBOLISE THE LIBERATION OF PALESTINE.

The Romans, after conquering the Jews, struck a medal showing Palestine as a woman in chains about to be pierced by the sword of a Roman soldier. On the new medal presented to Jewish recruits in Palestine the symbolism is reversed: the woman's chains are broken and the soldier is running away. The inscription, "Judea Delivered," reverses the meaning of that on the Roman medal.

Official Photograph.

as Glen Dingley. But it also means that there is nothing whatever English in the genius or even the geniality of "Auld Lang Syne" or of "The Antiquary."

But I am very far, as I have already said, from confining my list of things typically English to things typically admirable, especially so universally admirable as the humour and humanity of Dickens. Thus, if I say that snobishness is an English fault, I mean it is an English fault; I do not think it is especially a Scottish fault. It is true, I am convinced, that the English have got into a most dangerous muddle through their excessive love of compromise and contempt for logic. It is not true, I fancy, that the Scots are particularly fond of compromise; and it is certainly not in the least true that they are indifferent to logic. I happen to hold that both these English defects, the sentimental worship of wealth and the sentimental confusion of thought, are due to England having had no popular theology. But the Scots certainly have had a popular theology, though some of the simple English may be a little puzzled about why on earth it should be popular. In short I plead not guilty to the general charge of regarding Scotland as a part of England, or as anything but another nation exceedingly different from England. I write in this matter as a Nationalist and not an Imperialist; and my patriotism



THE MAN WHO SANK THE "LUSITANIA": THE LATE KAPITÄNLEUTNANT SCHWIEGER.

In the list of 150 U-Boat commanders, published by the Admiralty with particulars as to their fate, it was stated that Kapitänlt. Schwieger torpedoed the "Lusitania" when commanding "U 20" (sunk in 1916). Later he commanded "U 88," lost with all hands in September 1917.—[Official Photograph.]



THE ARCH-BOLSHEVIK RECENTLY SHOT BY TWO WOMEN: "N. LENIN" (ALIAS VLADIMIR ILITCH OULIANOFF).

The Bolshevik leader was shot and wounded by two women revolutionists (one Dora Kaplan) in Moscow on August 30. Accounts of his condition have since been fluctuating and conflicting. His real name is Vladimir Ilitch Oulianoff. "N. Lenin" is his revolutionary pseudonym.

IN PALESTINE: INDIANS; ANZACS; CAMELRY; R.A.F.; MALARIA.

EGYPTIAN OFFICIAL PHOTOGRAPHS.



GUARDED BY AUSTRALIAN, NEW ZEALAND, AND INDIAN CAVALRY: PRISONERS ARRIVING AT A COMPOUND.



WITH INDIANS AMONG THE BEARERS: THE LOADING OF WOUNDED ON A LIGHT RAILWAY.



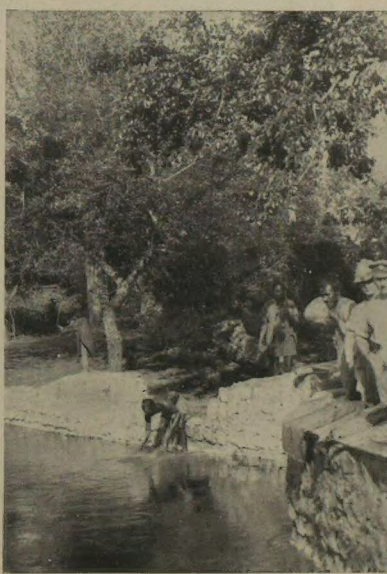
MALARIA-PREVENTION: SIKH PIONEERS REMOVING RIVER GROWTH FROM THE AUJA, WHERE MOSQUITOES BREED.



THE CAMEL TRANSPORT CORPS SERVING ON THE PALESTINE FRONT: WORK IN PROGRESS AT THE SADDLER'S SHOP.



FILLING THEIR WATER-BOTTLES: INDIAN SOLDIERS IN PALESTINE.



WELCOME DURING THE EXTREME HEAT: A DIP IN THE AUJA FOR INDIAN TROOPS.



THE AIR SERVICE: OBSERVERS IN A BALLOON-BASKET (WITH PARACHUTE) READY TO ASCEND.

At the moment of writing, the latest official report on the Palestine Campaign was that published on September 5, stating that "since August 14 activity has in the main been confined to aerial bombing raids against the enemy establishments on the Hedjaz Railway, patrol encounters east of Jordan, and raiding enterprises against the enemy's advanced lines." On August 28 Mr. W. T. Massey wrote: "During the past few weeks the air force in Palestine destroyed 11 German machines and drove down 6. . . . Twelve

Distinguished Flying Crosses have been awarded to the Australian squadron in the month." Writing on August 29, Mr. H. S. Gullett, official Australian correspondent, said: "The summer spent by the Australians in the Jordan Valley is the severest since the crossing of the Canal. The heat has been extreme. . . . The highly successful campaign for the prevention of malaria, conducted by the medical service, alone made the Valley habitable."

THE GREAT ADVANCE: OUR 757 GERMAN GUNS; BRITISH

BRITISH AND AUSTRALIAN OFFICIAL

GUNS IN ACTION; FISHING BY BOMB; A GERMAN DOG.

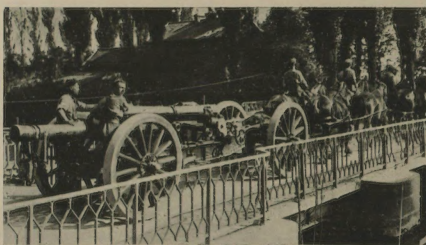
PHOTOGRAPHS AND CANADIAN WAR RECORDS.



PART OF OUR HUGE HAUL OF GERMAN GUNS: BIG PIECES CHALKED WITH THE NAMES OF THEIR CLAIMANTS.



DESTROYED DURING THE GERMAN RETREAT: A DOUBLE-LINE RAILWAY BRIDGE OVER THE SOMME.



ARTILLERY MOVING FORWARD IN THE GREAT ADVANCE: A BRITISH GUN CROSSING A BRIDGE.



LAYING IN "FOOD" FOR THE GUNS: AUSTRALIAN ARTILLERY LIMBERS LOADING AMMUNITION.



FIREMAN'S WORK TO COPE WITH THE EFFECTS OF THE ENEMY'S SHELL-FIRE: A SOLDIER PLAYING A HOSE ON BURNING WRECKAGE.



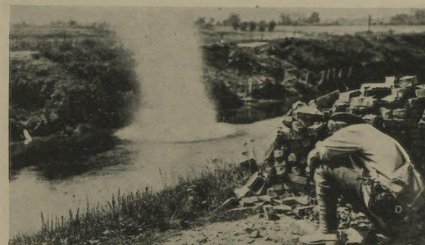
SHOWING THE BARREL BROKEN OFF NEAR THE TIP IN COUNTRY TAKEN



FOLLOWING CLOSE ON THE HEELS OF THE INFANTRY: FIELD ARTILLERY MOVING UP, PAST A MINE-CRATER.



FIRING AN HOUR BEFORE ALONG A ROAD BY WHICH ITS AUSTRALIAN CAPTORS ADVANCED: A GERMAN GUN



THE "COMPLEAT ANGLER" IN WAR: A SOLDIER BLOWING UP FISH WITH A GERMAN BOMB.



ARTILLERY COVERING AN ADVANCE OF THE CANADIANS: UNLOADING SHELLS FROM LORRIES FOR A 60-POUNDER IN ACTION BY THE ROADSIDE.



BREACH: A GERMAN 15-INCH GUN ABANDONED BY THE AUSTRALIANS.



NOT IN THIS CASE "FEROCIOUS" AND ON PATROL: A CAPTURED GERMAN MESSENGER-DOG, WITH A SIGNALMAN TAKING HIS MESSAGE FROM A CYLINDER ATTACHED TO HIS COLLAR

Our gunners have played a splendid part in the great advance. "The barrage that was opened at 5 o'clock this morning," writes Mr. J. F. B. Livesey on September 2, "was the most intensive, and represented the heaviest collection of artillery, heavy and light, seen in this war. . . . Hardly had the show opened when field-batteries galloped over ground where, but a few minutes before, infantry had stood at attention waiting for the word to go in." The number of German guns captured by the British forces alone, apart from the French and American, has been enormous. An official British communiqué of September 1 stated: "In the month of August . . . we have taken 657 German guns, including over 150 heavy guns. Over 3750 machine-guns and over 1000 trench-mortars have been counted." Besides these, there was an immense quantity of various other war material. On September 5, again, Sir

Douglas Haig reported that over 100 guns had been captured during the first four days of this month, thus bringing the total from August 1 to September 4 up to 757 and more. Apropos the photograph of a captured messenger-dog, we may recall that a Reuter correspondent wrote the other day: "The latest dodge on the part of the Huns is to supplement their sentries with dogs. A fair number of these have been seen and heard in the enemy trenches, and a captured order, signed Ludendorff, describes the manner in which they are to be trained. Only animals of a particularly ferocious character are employed. These are to go out with patrols and seize our men. It is very probable that their barking will bring the patrol to grief, and there is reason to suspect that Fritz has had occasion more than once heartily to curse his canine reinforcements."

BAILLEUL.



WE had walked from Meteren toward the eastern end of the Oulsterene Ridge, along a line of trenches that had at daybreak been the British front line.

"Where were the trenches the Germans evacuated this morning?" I asked the officer whose permission to accompany his tour of inspection of the "situation" had brought me so far forward. "The Boche is tired of trenches," was the reply. "He laboriously makes 'em only to have 'em cruelly knocked about. Trenches invite our gun fire, the accuracy and profusion of which make a defined trench line a place to be shunned. Brother Boche has taken to little individual dug-outs, which afford him better protection and are less likely to be discovered by the air folk."

Bailleul lay not far distant, in front of us. Our patrols, a messenger said, were through it, or at least on the far side. We followed after them. Both of us remembered Bailleul in October 1914, when Pulteney's Third Corps pushed up the main road from Fletre and Meteren through Bailleul to Nieppe and Armentières. Our division was then in Pulteney's Corps. Bailleul long housed the headquarters of two British Army Corps. When,

By FREDERIC COLEMAN.

in 1914, we first rode through it, on the tail of the retreating Saxons, we found it dirty, ransacked, but by no means demolished. The Germans had left a hospital full of their wounded as they fled from the town. A few days ago, as I picked my way about its littered streets, I could with difficulty recognise the most familiar of its buildings we knew so well in the earlier days of the war.

Bailleul, as a city, was no more. The area about the railway station was a waste of shell-holes in piles of debris. The house where once General French used to hold frequent conferences, at what was then General Rawlinson's headquarters, was flat. Down another road a gutted, burnt-out, shell-smashed line of buildings, with just sufficient wall intact to show where once they stood, marked the house which long served as General Smith-Dorrien's headquarters. The square, so well known to tens of thousands of British soldiers in 1914, 1915, and 1916, was no longer a square. The fine town hall and the big church not far distant were two smashed mounds, heaps of wreckage of all sorts. Rude German sign-boards told of a shell-cellar here which would hold ten men, and one there which would shelter a score. Save for these underground vaults, not

one building in all Bailleul offered sufficient shelter to house a battalion headquarters. The great vineyards under glass from which, in pre-war days, hundreds of tons of grapes found their way to Covent Garden Market, were devastated beyond repair. Some vines still reached, with fresh green tendrils, for a hold on the wreckage of the skeleton work above them—all that was left of the greenhouses. Threading our way through what had once been a house where a famous prize variety of grape grew in abundance, we found even the vines destroyed.

The Germans were shelling the town at intervals, as we walked through it. The nasty bump of 4.2 high-velocity projectiles exploding near by seemed added insult to the stricken city. Incidentally, it gave me the familiar feeling of goose-flesh between the shoulder-blades, a homely reminder of days gone by. Bailleul is dead. It committed no crime save that it was in the path of the Hun. I would like to see a German town that had been executed in reprisal. I would like to bring the inward meaning of war to the Boche at home in Germany in the way it has been brought home to the poor people of Bailleul. There is true justice in righteous retribution.

THE LITTLE SHIPS OF ENGLAND.



By E. B. OSBORN.

I HAVE hit upon the best way possible of spending the in-and-out holiday which is all a "literary gent" can hope for in war-time. The idea is to pay flying visits to various parts of the sea-coast (avoiding the overcrowded holiday resorts, of course), and make a study of the little vessels which are at home there. A great authority on the subject tells me that there are over a hundred types of small fishing and fetch-and-carry vessels which are peculiar to this island, and constitute the most convincing proof imaginable of our national genius for seamanship and seafaring contrivances. Each stretch of the circuit of our narrow seas, it would appear, has the little ship which is best suited to local conditions and the work it has to do; while the necessity of economical labour—for even in peace-time the fisheries and the coasting traffic are short-handed—is a common factor that makes for the maximum of efficiency at the minimum cost in man-power.

Hence the various sea-borne sayings to the effect that "one jolly Englishman" can beat so many foreigners (it would be impolite in these days to particularise), which do not merely refer, as most people think, to our man-for-man superiority in warfare. They were no more than bald state-

ments, in the first instance, of the undeniable fact that an English sailor or fisherman, thanks to his inventiveness, self-discipline, and well-salted common-sense, could do more work and do it better than a whole gang of assorted Dagoes.

The Thames sailing-barge was the first little ship of England which—I mean who—suffered herself to be admired. She can be seen anywhere from Ymuiden to the Land's End; she is not too proud to fetch and carry anything anywhere. But her happy trading-ground is the maze of shoals, swathways, channels, and tricky tides called the Thames Estuary. Her average size is from 100 to 120 tons burden, and she is the largest sailing-craft in the world which can be handled by two men, or—as often happens nowadays—by the skipper and his wife. With leeboards up, she draws about three feet when light and six feet when loaded, so that Essex sailormen say, "She can go wherever it's damp enough to wet your boots." The sand-banks and mud-banks have no terror for her; she finds shelter behind them in heavy weather, and rests like a blessed duck on top of them when the tide runs out. It is the most amazing sight to see her working to windward, with trusses of hay piled up on deck fifteen feet high, through the

busiest of all the world's waterways—nobody has ever explained how she does it! Her mainsail is set on a spit and remains permanently up, being brailled up like the double curtain at a theatre; and her large topsail can be controlled from the deck. Hence the ease and economy with which she can be handled. Everywhere in the broadening reaches below the bridges which seemed to the French poet—

*Une marée infecte, et toujours avec l'onde
Apportant, remportant, les richesses du monde.*

her red-brown sails are a note of heartening colour on grey, gloomy days. And she has the beauty which is possessed by every human contrivance which fulfils its useful function without fuss. What the small up-creek places along the Thames thoroughfare would do without her in these days of inadequate railway transport I cannot think. She is the most useful of all the fetch-and-carries among the Hundred Little Ships. But she is not gregarious—like the beautiful little oysteryawls of Whitstable, fifty moving like one against a pellucid grey-blue sky, which is the most entrancing spectacle to be seen along the Estuary. They, and their occasional companion the borley, and the oysters they procure for us, shall furnish forth another essay.

FINANCIAL AND ECONOMIC AID FROM INDIA.



By ST. NIHAL SINGH.

WERE a list compiled of the gifts in money and kind made from time to time by Indians in various walks of life, to aid in the prosecution of the war and for the relief of wounded heroes and suffering populations, the British imagination would certainly be deeply touched. From the commencement of hostilities to this day Indians of all classes, down to the school-children receiving from their parents a meagre allowance for pocket-money, have shown a generosity that is unexcelled in any part of the Empire or the Allied world. Women have not fallen behind men, and have often, in addition to money, contributed the labour of their hands in the shape of garments, socks, and sweetmeats for the men who have risked their lives in the cause of the Empire and freedom.

The Indian heart is peculiarly susceptible to human and animal suffering, and, therefore, most of the Indian contributions have been for medical relief—for lavishly equipped hospital-ships, motor-ambulances, convalescent homes, homes for incapacitated soldiers, and institutions for teaching crafts to men blinded or otherwise maimed in war. But every necessity of Britain has made its own appeal to Indians, who have loosened their purse-

strings to provide fleets of armoured aeroplanes to fight the Hun raiders, and means to overcome the submarine peril. Indeed, the most striking characteristic of any representative list of Indian gifts would be the vigilance with which Indians have followed every phase of the constantly shifting war situation, and have sought to meet each emergency as it arose.

Besides gifts, India has been generous in lending money. As the Secretary of State for India recently acknowledged, more than £50,000,000 has already been realised in the shape of War Loans. India has further raised £30,000,000 in the form of Treasury Bills to finance war expenditure in that country. The Indian unit of money is only one-fifteenth the value of the pound, and anyone who wishes to form a correct idea of India's financial effort must, therefore, multiply these amounts by fifteen. These Rs.1,200,000,000 have, moreover, been contributed by a population whose average income is, according to official estimate, but 1½d. a day.

Few loaves of bread have been consumed in this country that did not contain a certain proportion of Indian wheat. Last year alone India sent

1,383,000 tons of wheat to Britain and her Allies. Much of the tea consumed in this country during the war has come from India, and it is expected that she will, during this season, send over 250,000,000 lb. of this commodity. Few boots do not have uppers made of Indian leather. India has also contributed her quota towards the wool and clothes made in these isles during the last four years. Jute (which is India's great monopoly) and cotton (of which India raises quantities only second to the United States of America) have both played an important part in warfare on land and sea.

Situated as India is about midway between Britain and Australasia (and South American countries), her exports have enabled the Allies greatly to conserve their tonnage. The recent speeding-up of industrial operations, which has already enabled India to munition Mesopotamia and Palestine largely without outside aid, are enabling her still further to save shipping by sending manufactured and partly manufactured goods instead of bulky raw materials. These operations are also releasing British labour that would otherwise have to be withdrawn from essential industries to produce goods that can just as well be made in India.

FROM FAR EAST TO NEAR WEST: SCENES OF THE WORLD WAR.

BRITISH, FRENCH, AND AMERICAN OFFICIAL PHOTOGRAPHS.



OUR FARTHEST-FLUNG LINE: THE FIRST BRITISH BLUEJACKETS LANDED IN VLADIVOSTOK LINED UP IN A STREET.



IN JERUSALEM: RECRUITS FROM PALESTINE FOR THE ARMY OF THE KING OF HEDJAZ.



AN ORIENTAL PIPE-PLAYER: AN IDYLIC SCENE ON THE ARRIVAL OF CHINESE LABOURERS AT A FRENCH STATION.



ALL WOUNDED OR GASSED, BUT ACTIVE AND CHEERY: CONVALESCENT BRITISH SOLDIERS IN FRANCE OUT FOR A SPRINT.



BURIED BY THE GERMANS WITH MILITARY HONOURS AT THE SPOT WHERE HE FELL: LIEUT. QUENTIN ROOSEVELT'S GRAVE AT CHAMERY.



AFTER IT WAS RECONSTRUCTED BY THE AMERICAN TROOPS: THE GRAVE OF LIEUT. QUENTIN ROOSEVELT.

In a message from Vladivostok of August 3, a "Times" correspondent said: "The British contingent landed here this morning. Considerable public interest was shown, and the troops had a friendly reception." Our photograph shows British bluejackets outside the Vladivostok branch of Messrs. Denny, Mott, and Dickson, of Fenchurch Street, whose name is seen in Russian letters on the building.—In Jerusalem and Jaffa great enthusiasm prevailed at the opening, last month, of recruiting ofces for the enlistment

of Palestinian Jews.—The inscription on the grave of 1st Lieut. Quentin Roosevelt, son of the ex-President of the United States, records that he was killed in an air fight on July 14, 1918. He was one of an American squadron flying over the German lines north of the Marne, and showed great courage and persistence in attacking the enemy's machines. A Reuter account stated that he was shot through the head in a duel with a German aviator, and fell near the village of Chamery, some six miles north of the Marne.

THE UNITED STATES AT WAR.

VIII.—EDUCATION, "WAR-MODIFIED," IS DOING GREAT THINGS.

By Edward Marshall.

"THE mass of the people?" an American said to me recently. "Presently the term won't find anyone to fit it in America. We are developing the individual over there. There is a chance somewhere, some time, for every man and every woman in the United States, and we are trying so to train each one of them that he or she will be prepared to take advantage of it when it comes."

Extraordinary things are being done. For one example, it is one of the real worries of that Uncle Samuel who now has so many nephews fighting with the Allies that, through their patriotic service to their country, these youths may lose more of the advantages of civil life than actually is necessary. In order that such personal disasters may not happen, schools are maintained on war-ships, in war-time as in peace-time, in which sailor lads may learn such specialties as may be most useful to them when they leave the service. Many a lad, when he completes the term of his enlistment in the American Navy, goes ashore far better equipped for technical electrical engineering, high-class carpentry work, sign-painting, or a dozen other trades, and even professions, than he could have been if he never had served his country. School, as much as drill, is a part of life on board ship for him. It was thought that it might be necessary during war-time to drop these educational courses; but, happily, this has proved not to be the case, although there may have been, from time to time, some interruption in a classroom when a German submarine has been caught sight of from above-deck.

The Army educational problem is obviously more difficult, but wherever troops are massed for military training, experiments are being made and organised work is being conducted with the object of preventing as much as may be educational loss through military service.

Also, America has speeded up, rather than slowed down, on her regular educational plans. A wave of enthusiasm has gone through the school-administration of the various States, cities and towns, affecting both sexes and all conditions, and with all divisional machinery the Federal Department of Public Education is intensively co-operating. Everywhere educationalists, from the most important leaders in the universities to the humblest teachers in the graded municipal schools, are endeavouring to make the war a motive-force behind education, rather than an influence injurious to the student. "War-modified education" has become a phrase common in the American newspaper, and magazine Press. Mary D. C. Bradford, of Denver, Colorado, President of the National Education Association (a powerful body in its Federal influence) and Superintendent

of Public Education for her State (such a post, I think, as no woman has ever held in the United Kingdom), translates it thus: "War-modified education in the United States means an education sensitive to the needs of national development at this particular crisis; it helps the child to train himself or herself spiritually as the patriot and lover of humanity; it results in the surrender of personal rights in favour of the greatest of all rights—that of free co-operation in the service of the Spirit of the United States."

Junior Red Cross activities have enlisted hundreds of thousands of school-children; every school has its war-savings societies, in which the reasons why money must be saved for war are taught; war-geography is more enthusiastically studied in American schools than peace-geography ever has been; (photograph war-history is built

as well as that of practically all American, experts some time ago.

Its programme has been prepared with great care, and after much expenditure of time, money, and effort. It suggests radical things, including national co-operation almost to the point of full standardisation of certain types of schools.

The work and the report of the Commission have been fully recognised by the Government at Washington, and great things may result therefrom. If war-modification of education results in the adoption of this large national scheme in the United States, the introduction into British schools of the vast benefits provided for by the Fisher Bill, and the changes which since 1914 have been suggested for the French system, the war of the present will mean an immense gain to the youth of the

future. An effect of the war-modification of education already accomplished in America is the elimination of injustice to England and the British generally from all American public-school histories and other text-books. These, as they existed before the war, often were very glaring; and careful tracing of their authorship in some instances seems to indicate a very clever anti-British propaganda engineered and secretly carried out by those of German sympathies.

When I was a small boy, attending a school in a New York State town, I was taught to regard the British as an arrogant, unprogressive, anti-democratic, selfish, king-ridden people. Coming to England in 1894, I found here a prejudice against America as strong as the prejudice against England

which I had left behind me. Learning to love and admire England and the British, almost against my will, I began to work when I could, in American newspapers and elsewhere, against some details of prejudice almost twenty years ago, although at just about that time I heard the American flag bitterly hissed in a music-hall here, and learned that the average British school-child neither knew nor cared what that flag looked like.

Recently I presented an American flag to a great London Board school, and since then have received word that a celebrated American will consider in a friendly spirit my suggestion that he send one to each school of every kind in London, so that their pupils, upon proper occasions, may see the ensign of their blood-brothers who are now also their Allies. I am sure the Union Jack would be as proudly cheered in most American schools as the Stars and Stripes was in that British school to which I gave it on the occasion of our recent anniversary. The presence of such flags in the American schools would be a detail of war-education there very much worth while.



WITH THE AMERICAN TROOPS ON THE WESTERN FRONT: A DETACHMENT OF ENGINEERS AND QUARTERMASTER TROOPS AT WORK IN A VILLAGE HALF-DESTROYED BY SHELL-FIRE.
It was the business of this detachment, while the fighting was proceeding, to construct from the town's ruins and their own stores a supply station and a signal office.—(Photograph by Topical.)

into a background for all history. Of the relationship between the teaching of history in the American schools and the conduct of the war Miss Bradford recently said: "War-modified history as taught in the American schools, becomes a search for causes, illustrated by the tragic events of the last four years. It traces the relation between the psychology and biology of the warring nations, and includes study of the religious, philosophic, and artistic development of the races who stand for the clashing national faiths of the hostile peoples."

Hitherto most educational matters have been in charge of State and local governmental bodies, and the result has been a lack of general coherence in plan, ideals, and results in the nation as a whole. Now the "nationalisation of education" is a problem under discussion everywhere. The educational effort made by both England and France in the very midst of war-work has aroused America's intense admiration. A Voluntary Commission on the National Education Emergency was formed, and enlisted the aid of British and French,

"FIGHTING FOR AN IDEAL": AMERICAN TROOPS READY TO ADVANCE.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



"FIGHTING TO RECLAIM THE DEVASTATED HOMES OF FRANCE": AMERICAN TROOPS AT MONT ST. PÈRE WAITING TO ADVANCE IN SUPPORT OF AN ATTACK.

"No words of mine," said Lord Reading, "during his recent visit to the Front, to the American troops who captured Ruigny, "can express my feelings and the feelings of the British and French troops, to have you over here fighting for the great cause. It is magnificent. You have come over here 3000 miles. You are here ready to risk your lives and you are fighting for an ideal, the highest ideal of man, an ideal of justice and liberty. . . . You have only to look at the map to see what America is doing. But there is something more than your own achievements. There is the inspiration which

your presence affords to the British and French who are fighting with you to reclaim the devastated homes of this land of France. . . . When the history of this war comes to be written, I am sure it will be said that when the American troops began to pour into France by the hundreds of thousands per month, then the change came in the situation, then liberty came nearer with every advancing movement of your troops." The particular action here illustrated took place recently. The men seen are in the village of Mont St. Père awaiting the signal to advance and relieve troops.—[Drawing Copyrighted in the United States and Canada.]

THE WORLD OF FLIGHT

OUR CANADIAN AVIATORS.

By C. G. GREY,

Editor of "The Aeroplane."

RECENT paragraphs in the daily Press seem to indicate that a Canadian Flying Corps is about to be formed, presumably as a branch of the Canadian Army rather than as a section of the Royal Air Force. The effect will be watched with interest, for there are so many thousands of Canadians in the R.A.F. that if they are taken out to form the body of the new Corps they will leave serious gaps in the composition of the R.A.F. It is possible, however, that, if and when the

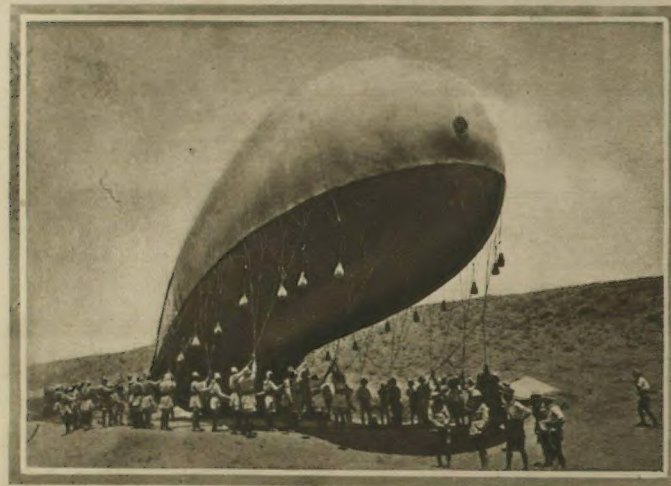
And, in another sense, it was one of the columns which supported the fabric of the Roman Empire. Certainly our Colonial aviators have proved to be columns of strength which have supported our Flying Services in their time of need.

However, our Canadian aviators have been perfectly wonderful on active service, both at sea and on land, and they have provided their full share of commanding officers. Certain Canadian squadron commanders have become almost legendary heroes in the Royal Air Force. One example of their quality must suffice. A certain British aerodrome uncomfortably near the front line was being, in the words of an officer who was present, "bombed to blazes" one night at a period when the Germans had, for the time being, very much the upper hand in night-bombing machines. Sheds and workshops had been set alight, and the aerodrome itself was pitted with enormous bomb-craters. The main water-pipe had been blown up, and

the weary men, he patched up the wounded and put new heart into them—in fact, he did everything that the casualty officers would have done if they had not become casualties. And, when daylight came and the Huns ceased to come, he clambered into his machine and flew back to his own aerodrome to begin his regular day's work. But from that day everyone who was at the bombed aerodrome, from the C.O. down to the most junior air mechanic, swore by that Canadian squadron commander.

The initiative and perseverance of the modern Canadian aviator are only what one might expect when one recalls that a Canadian was, in fact, one of the world's pioneer aviators. Few people except those concerned with the earliest days of flying know the name of the first Canadian aviator, Mr. J. A. D. McCurdy; yet he probably did more flying than any other aviator in the early days. During 1908—over ten years ago, if you please—he was concerned with Mr. Glen Curtiss, Professor Graham Bell (of telephone fame), and Mr. Baldwin in aeroplane experiments in the United States, as rivals of the famous Wright brothers. They built a couple of biplanes with Curtiss engines which flew surprisingly well for their period. When, at the end of 1908 flying experiments practically ceased in the United States for the winter, Messrs. McCurdy and Baldwin took one of these machines to Nova Scotia, fitted it with skids instead of wheels, and proceeded to fly it off and on to the ice of a frozen harbour. They kept a careful record of its performance, and it worked out that by the end of the winter they had flown over a thousand miles in short flights of three or four miles at a time.

Considering that at that date nobody in England had flown more than a few yards, and that even the Wrights had not totalled anything like such a distance on one machine, Mr. McCurdy and Mr.



WITH THE FORCES IN EGYPT: A BALLOON COMPANY RELEASING A BALLOON FROM ITS MOORINGS.—[Egyptian Official Photograph.]

Canadian Flying Corps is formed, it will become a part of the R.A.F., forming a brigade, or thereabouts, composed entirely of Canadians.

For quite a time there has been a strong feeling in Canada in favour of having, at any rate, purely Canadian units in the British Flying Services, long before the R.A.F. came into existence; and it is rather astonishing that such units have not been formed. Here and there one comes across squadrons composed almost entirely of Canadians, but hitherto they have not been specifically known as Canadian squadrons. Some months ago it was made public that there exist in Canada several big training schools, under the command of experienced R.N.A.S. and R.F.C. officers, and that the pupils trained there are sent over to this country as finished pilots who only require instruction in the latest methods of reconnaissance, bombing, and air fighting, to be able to take their places at the front alongside the best of our home-trained aviators.

One gathers that in Canada itself the R.F.C. was known officially as the Imperial Royal Flying Corps, so as to convey to the Canadians the idea that the R.F.C. was an Imperial affair, of interest to all the Overseas Dominions, and not a purely British organisation. The notion was excellent, and one feels sure that the Royal Air Force would be known as the Imperial Air Force but for the unfortunate fact that, as a Constitutional Entity, there is no such thing as the British Empire. King George is "King and Emperor" by right of being King of the United Kingdom of Great Britain and Ireland and Emperor of India, not by right of the British Empire. Perhaps this strange anomaly may be put right when we have that Imperial Parliament about which we have heard so much. *En passant*, why do our Overseas soldiers, including aviators, object to being called Colonials? It always seems to me that the title is one of which to be proud. A Roman *colonia* was the station of a column of the Roman Army.

it was impossible to put the fires out. Suddenly, in the midst of the bombing, a British fighting machine of the fastest kind was seen to land in the light of the blazing sheds. Out of it there descended a Canadian squadron commander, who was O.C. an aerodrome some miles away. He strolled casually up to what was left of the officers' mess and explained that he had seen the fire from his own aerodrome, and had flown over to see whether he could be of any use, in case any of the senior officers happened to be hit. He had taken up a supply of ammunition with him, and had used it all to good purpose on the Hun bombing-machines—though that did not come out till afterwards. All this affair was no business of his, for, according to the strict military view, he ought to have been with his own squadron; but as his people were at peace for the time, being a daylight fighting squadron, he thought he would like to come over to help the war. Also, he was not himself a regular night-flying pilot, and his machine was not a night-flying machine. Having explained himself, he set to work to be useful. Several officers had become casualties, so he organised parties to put the fires out, he emptied magazines which were in danger of blowing up, he cheered



WITH THE FORCES IN EGYPT: OFFICERS AND MEN INSIDE THE ENVELOPE OF AN OBSERVATION-BALLOON.

It will be noted that the officers and men are bootless, for obvious reasons.—[Egyptian Official Photograph.]

Baldwin have every right to be considered among the "great great ones" of aviation. Mr. McCurdy's invincible modesty and his devotion to simple hard work have prevented his name from becoming well known, but it will be of interest, even to readers who now see his name for the first time, to know that he still flies, and that quite recently he was running a flying school and an aeroplane factory—albeit a branch of an American factory—in Canada.

THE GREAT ADVANCE: SEAFORTHS IN A "MOPPING UP" EXPEDITION.

OFFICIAL PHOTOGRAPHS.



BOMBS SERVED OUT BEFORE GOING TO "MOP UP" A GERMAN TRENCH: A DAYLIGHT PATROL OF SEAFORTHS.



GOING OVER THE TOP ON DAYLIGHT PATROL: SEAFORTHS LEAVING THEIR OWN TRENCHES TO ATTACK THE ENEMY'S.



ON THE WAY ACROSS TO THE GERMAN TRENCHES: A DAYLIGHT PATROL OF SEAFORTHS MOVING TO THE ATTACK.



NEAR ENOUGH TO THE ENEMY TO FIX BAYONETS: MEN OF THE SEAFORTHS' DAYLIGHT PATROL GOING ACROSS.



SEAFORTHS "MOPPING UP" AN ENEMY TRENCH: FIRING INTO A DUG-OUT AFTER SHOUTING TO THE GERMANS TO COME UP.



THE TRICKIEST PART OF THE OPERATION: SEAFORTHS ENTERING A GERMAN DUG-OUT TO CLEAR IT OF THE ENEMY.

Scottish troops have, as usual, played a very gallant part in the recent fighting on the Western Front. In these photographs a daylight patrol of the Seaforts is seen engaged in an operation commonly known as "mopping up" a German trench. The various stages of the process are illustrated, the initial serving out of bombs, the departure "over the top," the advance across No Man's Land, and, finally, the party clearing the enemy's dug-outs, first shouting into them a summons to surrender, and firing down them to

make sure there is no treachery at work below. Many prisoners have been taken in this way. As may be imagined, the task requires great courage and nerve. Describing it in one of his recent despatches, Mr. Philip Gibbs says: "Last night, as on Friday night, the methods of old trench warfare, with its close, nagging fighting by bombing down trenches and struggling for yards of ground, were resumed." This was in the region about Bullecourt. Later, an allusion is made to the splendid fighting of the Highlanders

THE GREAT ADVANCE: OUR ATTACK ON LOGEAST WOOD—

DRAWN BY H. W. KOEKKOEK, FROM



STOPPING TO CHALK HIS BATTALION'S NAME ON A CAPTURED GERMAN HOWITZER:

During our advances on the Western Front there is generally a race among the men near a captured enemy gun for the honour of marking upon it the name of the battalion to which it fell. The drawing shows an instance that took place in the attack on Logeast Wood, one of the places captured on the first day of General Byng's advance north of the Ancre on the morning of August 21. "The large Logeast Wood," writes Mr. H. Perry Robinson in his account of the fighting, "was a formidable obstacle in our road, and the whole ground is undulating, with summits rising to perhaps 450 ft. above the sea, and dipping down, approximately, to 300 ft. Behind these villages and the wood and undulating ground the old

A RACE TO APPROPRIATE THE BATTALION'S TROPHIES.

MATERIAL SUPPLIED BY AN EYE-WITNESS.



A BRITISH SOLDIER PERFORMING A TASK FOR WHICH THERE IS GREAT COMPETITION.

Albert-Arras railway runs almost due north and south just beyond Moyenneville, Courcelles, and Achiet-le-Petit. . . . The whole terrain was very difficult for direct attack, but we seem to have prospered everywhere." Writing the day after (i.e., August 22) Mr. H. W. Nevins says: "Prisoners taken in Logeast Wood, which was expected to give far more trouble than it did, report that though their part of the German Army is in good condition and well fed, there is a great shortage of first lieutenants, which proves that the best young blood of Germany is being drained."—[Drawings Copyrighted in the United States and Canada.]

THE GREAT ADVANCE: BRITISH TROOPS IN MOVEMENT AND UNDER SHELL-FIRE DURING THE RECENT BATTLES.

PHOTOGRAPHS—BRITISH OFFICIAL AND CANADIAN WAR RECORDS.



STOOPING TO AVOID SPLINTERS: A BIG SHELL-BURST NEAR BRITISH SOLDIERS ATTACKING SOUTH OF ARRAS.



THE ATTACK ON REMV, CAPTURED BY CANADIAN TROOPS.



DURING A HEAVY FALL OF RAIN: ADVANCING.



DURING THE BRITISH ADVANCE ON BAPAUME: A GERMAN SHELL EXPLODING NEAR SOME OF OUR MEN.



THE NORTH: A PARTY OF OUR MEN ADVANCING BEHIND A CREEPING BARRAGE.



AT MEAULTE, WHICH WAS CAPTURED BY THE BRITISH ON AUGUST 11: A GERMAN SHELL BURSTING.



TAKING COVER FROM SPLINTERS DURING THE EXPLOSION OF A SHELL CLOSE BY: A BRITISH OFFICER IN A PARTICULARLY WARM CORNER.



THE BRITISH CAPTURE OF A RIDGE IN THE NORTH: A PARTY OF OUR MEN ADVANCING BEHIND A CREEPING BARRAGE.



SHIRT-MENDING UNDER DIFFICULTIES: A BRITISH SOLDIER OUTSIDE A CAPTURED GERMAN HUT DISTURBED BY A SHELL DURING SARTORIAL OPERATIONS.

What the great advance means to the individual soldier is well shown by these photographs, most of which, it will be seen, were taken in close proximity to bursting German shells. The splendid victories of our troops are apt to make us forget the perils they encounter to win them, but when thus reminded we must admire more and more the magnificent courage of our fighting men. Contrasting it with the present depression in the ranks of the enemy, as revealed by prisoners and captured letters, Mr. Philip Gibbs writes, in a despatch of September 5: "On our side there is all the difference between one world and another—all the difference between the spirit of hope and of despair. It is utterly true to say that our men are going

forward with gladness and exultation. They know the risks ahead; there is nothing one can tell them about the horrors of war; they know its fearful fatigues, the beastliness of things, the stench and dust of the battlefields, the wicked snap of machine-gun bullets, and the howl of high velocities. But in spite of all that they are marching forward with fight in their eyes and eager looks, and whole armies are on the move with a grim kind of joy. It is an astounding pageant, these hundreds of thousands of men—English, Welsh, Canadians, Scotch, and Australians—all moving, in a long reaching tide, with their horses and guns and transport, along tracks over old battlefields, going forward mile by mile."

THE GREAT ADVANCE: THE OPENING BARRAGE COVERING THE ATTACK OF THE GUARDS ON MOYENNEVILLE.

DRAWN BY H. W. KOEKKOEK FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



"AND THE DAWN CAME UP LIKE THUNDER": BRITISH GUNS IN ACTION, WITH TANKS WAITING, AT THE COMMENCEMENT OF THE ANCRE ADVANCE UNDER GENERAL BYNG.

"The attack launched by us this morning," said a British official communiqué of August 21, "on a front of about ten miles from the River Ancre to the neighbourhood of Moyenneville, has been successful. On the whole of this front our troops have penetrated deeply into the enemy's positions and have taken a number of prisoners" (stated next day as over 5000). "The troops engaged," writes Mr. Perry Robinson, "were all from the British Isles except a certain number of New Zealanders. Among the troops from the British Isles engaged were the Guards, including Grenadier Guards, Coldstream Guards, and Scots. . . . There was sharp fighting during the afternoon, but the Guards took the line along the whole of their front, and pushed their posts out beyond it. They took 370 prisoners, and their own losses were light." The Guards had also distinguished them-

selves at Moyenneville last March and April, when they splendidly resisted the German onset. In the above drawing they are seen advancing towards Moyenneville, in the right background. In the left background are some Tanks concealed behind Adinier Wood. Every hedge," writes an eye-witness of our attack, "had its secret cache of field-guns, brought up the night before. As dawn broke, every belt of trees and every hedgerow burst into flame from the concealed cannon. Stacks of ammunition were in the hedges all ready to feed them, and at 4.50 a.m. the opening barrage started into a roar, and the infantry under their cover rushed Aerodrome Trench, the high ground, and then pushed on, into and beyond Courcelles and Ablainzeville, and Logeast Wood, escorted by the Fighting and Whippet Tanks." (Maxing Copyrighted in the United States and Canada.)

SCIENCE AND NATURAL HISTORY



NECROMANCY: THE SEPARATED SPIRIT OF HIS WIFE CAPTURED UP BEFORE FETTERED. (CHAMBERLAIN)



RITES WHICH PRECEDED PROPHECY: DRUIDS OFFERING HUMAN SACRIFICES.



MAKING A CONTACT WITH NATURE: NATURE'S ANSWER TO A CALL FROM THE SCIENTIST.

NITROGEN FOR MUNITIONS FROM AMMONIA.

MUCH has been said in this column, both before and since the outbreak of the war, regarding the extreme importance to the Empire of some means of fixing the nitrogen of the air. Sir William Crookes, who first drew attention to the subject more than twenty years ago, found his prophecies received with the scanty respect which our people generally give to such prophets as do not prophesy smooth things, and it is only since the war began, and only just not too late, that the Government thought of reprinting his little book on the matter. Yet it would be unjust to say that our rulers have entirely neglected it. An exhibit at the Scientific Products Exhibition, which will, unfortunately, be closed before these lines appear in print, shows that they have at length opened their eyes to the necessity of providing some nearer source of nitrogen than the sodium nitrate deposits of Chile, and that the much-abused Ministry of Munitions has taken timely and, as it would seem, efficient steps to that effect. As will be seen.

The invention of the Munitions Inventions Department of that Ministry as exhibited at King's College in the Strand, presupposes the possession of a large quantity of easily obtained ammonia. Ammonia, which is a gas composed of 3 atoms of hydrogen and 1 of nitrogen, and is familiar to us all when dissolved in water, can be obtained in several ways, among which is the synthetic method adopted by Germany, in which the two gases are made to combine by the employment of a reagent, which is, for the present, a secret. In this country, however, we are freed from the necessity of such synthesis by the possession of large quantities of ammonia sulphate—one of the bye-products of the distillation of coal; and it is no secret that it is on this source that the process about to be described mainly relies. However obtained, the ammonia in its gaseous form is first mixed with atmospheric air, which is then pumped through coils of lead piping into an aluminium vessel packed with glass wool, whereby it is filtered from any particles of dust which may be carried in along with it. This "converter," as

the aluminium vessel is called, is divided into two parts by a grating of red-hot platinum wire, and the gaseous mixture passes into the upper part of the vessel in the form of nitric acid, which forms the active agent in nearly all explosives. An important part of the process for peaceful purposes is its continuation, by which sulphuric acid or oil of vitriol is

undergoes no change by use, but acts by its presence alone, or in chemical language, as a catalyst. This phenomenon, which has only been observed during the last two or three decades, still defies all explanation, and would certainly have been taken by our forefathers as magic of a very high order. From another point of view, also, the

process touches some of the early gropings after scientific truth, which are classed by the wonder-greedy as "occult." The favourite dream of the mediæval alchemist was the transmutation of metals, which the late Sir William Ramsay thought was possible, and which he supposed himself to have effected—although the fact is still disputed—by converting copper into lithium. But ammonia has always been, in the

chemical sense, an abnormal substance which, while behaving in all other respects like its analogues potash and soda, is not, like them, the oxide of a metal, but a compound, as has been said, of the two gases, nitrogen and hydrogen. Hence we have here a glimpse, it may be, of the means by which Nature in her own laboratory contrived to manufacture the

different metals known to us, and although the Munitions process does not at present bring us at once perceptibly nearer to its discovery, it at any rate marks with greater clearness than before the right road. If the special attention that it will doubtless draw to the uses and possibilities of ammonia have their natural result, it may well be that the problem of the transmutation of metals which has puzzled all students of science since the days of the Museum of Alexandria may yet be solved.

However that may be, the importance of the use of ammonia for the manufacture, not only of the explosives of modern warfare, but of the fertilisers and chemical manufactures of peace, needs no demonstration; and by the perfecting of the process above sketched, the Government have gone far to

redeem many years of what has appeared to us to be the bungling of scientific questions. In this also the war may prove to have been to us a much-camouflaged blessing.

F. L.



WITH THE EGYPTIAN FORCES: CAMELS OF THE CAMEL TRANSPORT CORPS PICKETED.

Official Photograph.

made. The efficiency of the whole proceeding may be judged from the fact that, under favourable circumstances, a yield of 95 per cent. of different oxides of nitrogen is claimed from the ammonia employed.



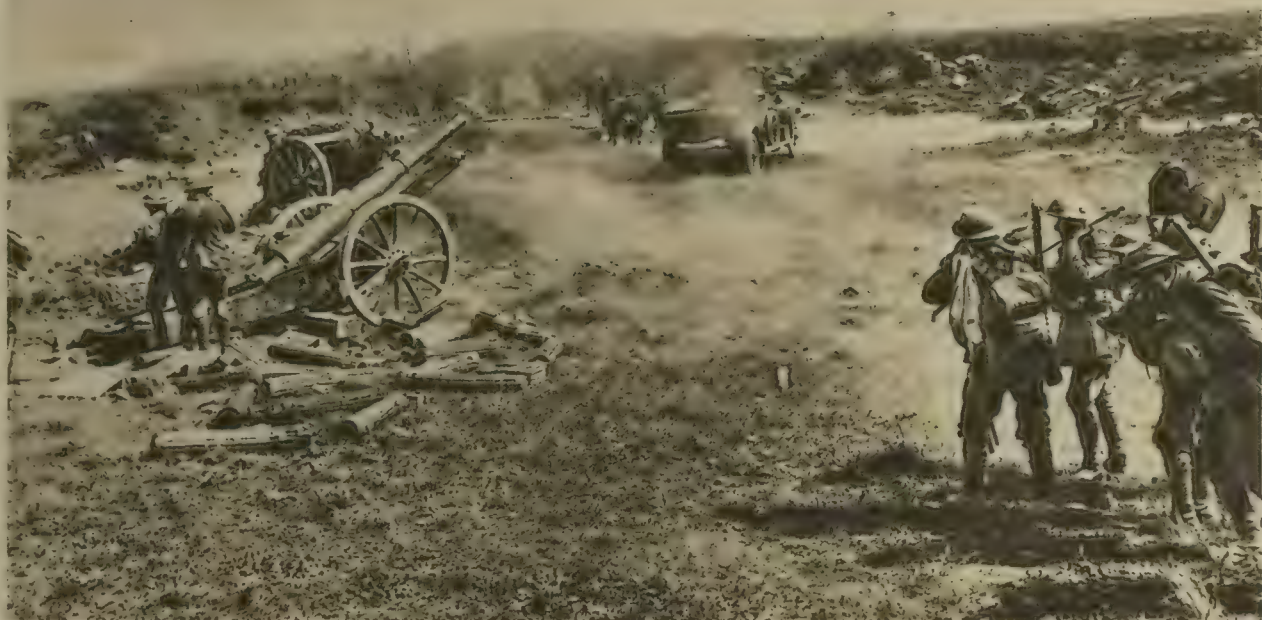
SOME OF THE TENS OF THOUSANDS TAKEN DURING THE GREAT ADVANCE: A BATCH OF GERMAN PRISONERS CAPTURED BY THE BRITISH TROOPS.

Official Photograph.

The analysis of this process from the scientific point of view is so interesting as almost to outweigh its commercial advantages. The platinum grating, which is the *sine qua non* of the affair,

THE GREAT ADVANCE: SOME OF OUR HUNDREDS OF CAPTURED GUNS.

* OFFICIAL PHOTOGRAPHS.



IN ACTION AGAINST ITS FORMER OWNERS: A CAPTURED GERMAN 4.2 GUN JUST OUTSIDE BAPAUME—THE MOMENT OF FIRING.



CAPTURED BY THE BRITISH TROOPS DURING THEIR ADVANCE ON BAPAUME: A BATTERY OF GERMAN 4.2 GUNS AND THEIR AMMUNITION.

An official British communiqué of September 1 stated: "In the month of August . . . we have taken 657 German guns, including over 150 heavy guns. Over 5750 machine-guns and over a thousand trench-mortars have been counted. Amongst other captures are three trains and 9 locomotives, and numerous complete ammunition and engineer dumps containing many hundred thousand rounds of gun and trench-mortar ammunition as well as small-arms ammunition and immense quantities of war material of every description."

Writing on September 4, Mr. H. Perry Robinson said: "A few more guns have fallen to us, the German flight being too hurried to get them away, including at least one heavy gun in Fronville and three batteries of field guns in Quéant. Odd guns are also being gathered in from miscellaneous places, while the quantity of booty in the shape of engineering stores and ammunition dumps is very large." On the 5th it was officially stated that we had captured over 100 guns in the last four days.

LITERATURE.

"The German School as a War Nursery."

German education is, or has been, a subject of professional interest to teachers, and it is now also of historical interest to the general reader as one of the contributory causes of the war. The education of Germany, however, in a larger sense, has been undertaken by the Allied forces under Marshal Foch, and the effect of his teaching will doubtless make itself felt in due time in the classrooms of German schools.

Meanwhile, it is instructive to study the proceedings of German educators during the war up to the spring of the present year. Much may be learnt on this subject from a new book called "The German School as a War Nursery" (Andrew Melrose, which is a translation of a French work, "Pédagogie de Guerre Allemande," by V. H. Friedel, Director of the Musée Pédagogique de Paris).

Dr. M. E. Sadler contributes an introduction, and the translation is the work of Dr. Selwyn G. Simpson. The English title is, perhaps, a little misleading, as it suggests descriptions of German schools, and little Teutons imbibing militaristic ideas from the fount of learning. As a matter of fact, no particular schools are described, and the book, as its French title implies, covers much wider ground. It explains

the German scholastic system in general, and its connection with the war—but under the term "pédagogie" M. Friedel also includes such matters as German Universities and their Professors, German women and their intellectual shortcomings, juvenile crime and immorality, the controversy between classical and modern studies, and the German system of propaganda by means of schools

established in foreign countries. Education is for Germany a political instrument; it formed part of the great scheme for Germanising the world. "The pedagogues," says M. Friedel in his preface, "were the first to bring to light the lessons of this 'great master'—war. Belgium had just been atrociously crushed, when the most authoritative of them began to develop in the big 'Dailies' their projects for the school of to-morrow, of the doctrine of the new Germany: military education of the youth.

The Memoirs of Saint-Simon.

The fifth and sixth volumes, just issued, complete Mr. Francis Wright's edition of the "Memoirs" of the Duke de Saint-Simon (Stanley Paul), the publication of which began three years ago. They contain some of the best-known of those pen-portraits on which the fame of the Memoirs chiefly rests. That of Cardinal Dubois, Archbishop of Cambrai, is a typical and prominent example. It is dashed thickly with the gossip of which

Saint-Simon was so insatiable a collector. One story told of him is that one night the chicken which he always had cooked for his supper was, by some mistake, forgotten. The Cardinal, recollecting it before retiring, rang his bell and began storming the servants, who replied coolly that he had eaten his chicken, but that, if he would like another, they would put it on the spit at once. "What," he said, "I have already eaten it?" They persisted so calmly in their assertion that in the end he believed them, and went to bed sup-
perless.

Dubois was believed to have made prodigious gains in the schemes of John Law, then deep in the Mississippi projects, of whom much is heard in the concluding volume. Law for a time visited the Duke every Tuesday morning, remaining an hour or two. There was a good deal of English mixed up with his French, but he could talk well and lucidly. Saint-Simon repeats more

than once that Law was not a cheat, nor greedy. He describes him as a tall, good-looking man, gallant, and very popular with the ladies of the numerous countries he had visited; kind-hearted, gentle, and respectful in his manners; and perfectly unostentatious in his behaviour, table, carriages, and furniture. He adds that Law's wife was proud, overbearing, and impertinent in her talk and

(Continued overleaf)



AT FASHIONABLE HARROGATE: A NOTABLE GROUP AT A BASEBALL MATCH

Harrogate is more a centre of fashion than ever this year—and that is saying much. In the group here given King Maazel is seen in the centre. On the left are Queen Augusta Victoria, the Grand Duchess George of Russia, and Lady Mowbray and Stourton. On the right are Lady Radcliffe and the Hon. Mrs. de Trafford. The photograph was taken on the occasion of the recent American baseball match at the Catholic Women's League Garden Fête.

The following chapters set forth the chief aims of this 'German war pedagogy.' In writing them we have not hesitated to make use of notes made, since the war, from the chief German newspapers." The two most important educational schemes described are those for the preliminary military training of all German youths, and the instruction of German agents abroad in world-politics.

"Never gallop Pegasus to death."—POPE.

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EVIDENCE

ANYTHING THAT MAKES CLEAR TO THE MIND:
CERTAINTY: DEMONSTRATION: PROOF

One very small fact may be sufficient evidence to establish a very large truth. A multiplicity of facts, all demonstrating the same certainty, affords *overwhelming* evidence of the truth of a statement, or of the basis of a value.

To illustrate: The world-wide standard value of British coins and bank-notes is overwhelming evidence of the nation's financial strength and honesty.

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Continued. manners, seldom returning the polite attentions offered to her, but keeping to her own house, where she exercised great authority. Another countryman of our own figuring in these pages is Don Patricio Laulez that is, Patrick Lawless, then Spanish Ambassador at Paris. Lawless was an Irishman, a Lieutenant-General of the Bodyguards of the King of Spain, who died Governor of Majorca. He was of great service to Saint-Simon in smoothing the way for him in Madrid, when he was sent there in 1721 as a special Ambassador to arrange a marriage between Louis XV. and the Infanta. Nothing came of the negotiations, but Saint-Simon's visit was a very gorgeous affair, the account of which composes several of his most graphic and entertaining chapters.

The marriage of the Prince of the Asturias with Mlle. de Montpensier was celebrated, though the other never was, and there is an amusing picture of Cardinal Borgia rehearsing his part of the ceremony and making a great mess of it, his almoners correcting him and he scolding them, the King and Queen and the Prince and Princess, meanwhile, being kept waiting at the church door. The Cardinal's mistakes, however, gave Saint-Simon an opportunity for taking precedence of the Nuncio, the contrivance to do which was one of his chief concerns on his public appearances at Madrid. Dip into these pages at any point, you find yourself immediately caught up and carried on with their stream of amusing gossip. Mr. Arkwright's translation is easy, and the Memoirs are rendered still more readable by being greatly abridged.

Little readers like books for "In Wheelabout birthdays and other occasions, and Cockalone," and need not be kept waiting for them until Christmas. A charming new story for children is one called "In Wheelabout and Cockalone," by Grace Rhys, illustrated with colour drawings by Margaret W. Tarrant, and line drawings by Megan Rhys, the author's daughter (George G. Harrap and Co.). Wheelabout and Cockalone are the names of two woods, which, to judge by the dialect of some of the human characters in the story, must be situated "somewhere" in the West Country. That, however, does not matter much. The important thing is that, like all woods, they are inhabited by fairies, or "little people," as they are called in Cornwall. The doings of these little fairy people, and of little human people, with some big ones, likewise of various birds and animals, make

up a tale that is sure to please the elder inmates of the nursery in their studious moments. There is an imp of mischief, named Rabbibooli, who is the villain of the piece, and whose discomfiture by the good fairies supplies a judiciously camouflaged moral element. Both story and pictures are well above the average of their kind, while externally the book is duly bright and attractive.



A SUCCESS IN "TELLING THE TALE": Mlle. LUCIENNE DERVYLE. Mlle. Dervyle, already known in London as an actress of charm and ability, is adding to her laurels at the Ambassadors Theatre, where she is playing Gabrielle in "Telling the Tale."—[Photograph by Lillie Charles.]

THE PLAYHOUSES.

"EYES OF YOUTH." AT THE ST. JAMES'S.

THE reaction of the drama on the cinema which has been stealing its thunder leads to curious developments in the newest of American-made plays, "Eyes of Youth." For long now we have been accustomed to film-stories of a semi-dramatic type which depict heroine or hero first of all in thought and then flash their thoughts on to the screen in terms of action. In Max Marcin and Charles Guernon's work, with which Miss Gertrude Elliott opens her season, the stage revenges itself on the cinema and copies its methods in this respect. Here we are shown an American country girl with a fine singing voice, a rich suitor, a poor but loyal lover, and a father who would like her to become a humble school-mistress, trying to make up her mind as to what she shall do with her life. If she could only look into the future! Nothing easier for the ingenious playwrights. With the simple machinery of a Yogi's crystal, they grant her request in a series of visions. First, she sees herself obeying the call of duty and becoming a poor faded governess. Next, she is an operatic star who has sacrificed her virtue to obtain success, takes to drink, and precipitates tragedy. In the third vision, she has married for money and proves the victim of a sordid divorce plot.

Love and struggle in the company of a husband she loves is the one course left open to her, and that she takes. Now, when the play, as here, is made a mere thread to hold together episodes, it is obvious that you may get opulence of material and intensity of situation, but all continuity and climax must be sacrificed; and of course you cannot imitate the cinema so thoroughly without emulating its crudities. This is the case with "Eyes of Youth."

Its attraction for Miss Gertrude Elliott must have been the chance it affords of presenting boldly contrasted types of character and attacking strenuous passages of emotion. She is very successful in her contrasts and top notes, especially good as the termagant *prima donna*. And she gets excellent support from Mr. Dagnall's sense of humour. But art, in the subtler sense, has not much of a look in at the St. James's.

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John Campbell

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LADIES' NEWS.

THE Duchess of Somerset is not a believer in the better-the-day-the-better-the-deed theory, for she has published a protest against the Sunday matinee for war-work. "Actors and actresses," says her Grace, "require a day of rest, and the public should be praying for victory." That is quite right; but prayers for victory are not by any means confined to Sunday; and members of the dramatic profession may attend to their devotions by good works. Divine service is over for the morning, and not begun for



MILLINERY OF THE MOMENT.

A turban of softest black satin with waving plumes of Paradise, and a toque of black panne, are worn by the two figures. The small hat waiting a fair customer is of black-and-white panne with black osprey; and the large hat of Pompeian red panne is encircled with a fantastic black tulle.

the evening, in matinee time; and lots of Sunday visitors to London welcome the idea of an entertainment. Her Grace of Somerset has, however, much right on her side, as becometh a Peeress who does so much good in the world. The invalid-kitchens which, with Lady Muriel Paget, she so ardently supports, have helped many a poor patient over the hiatus between well-cooked, nutritious hospital food and scratch meals hurriedly prepared in their own homes.

The early Victorian embellishment to dress known in those days as "tawsles," a pronunciation which the Queen adheres to as a heritage from her mother, is again quite a feature of our day. A stroll through Harrods' costume salons, where the best Parisian *couturières'* models are being added to day by day, proves this, for in many of them tassels give the *cachet* to a simple and elegant whole. As one looks round on these fascinating creations, it is seen that we are all right for rich and beautiful colours for our autumn clothes. The Germans are decidedly "off colour," to venture on a colloquialism; but we seem to have struck a rich vein of it, and the hues in favour are, as usual, in sympathy with Nature. Copper beech, American autumn vine (this is our virginia creeper when it blazes red in autumnal tinting), beetroot crimson, dahlia yellow, dead-leaf brown, are just a few of the shades that gladden our eyes in these salons, to which every woman goes to look at the latest modes. We are in the mood for rich soft hues, for our hearts and souls are soothed with brave and glorious news, and we approach the autumn with feelings far different from those with which we entered the spring.

The laundress is not the tyrant that some alarmists would make her out. Indeed, the laundry authority may be he, she, or it—a manager, a proprietress, or a company. Whoever they are, they are not going to refuse to wash pretty underclothing. If it is very expensive and very elaborate it will probably be sent with blouses and ties, and other dainty accessories, to Pullars, at Perth, where experts deal with such things. Fuel and soap are what the laundries are concerned to economise; and those dainty things do not require as much of either as sheets, table-cloths, serviettes, bedspreads, etc. In these directions economy is dictated by rising prices, and they seem inclined to rise some more just now. However, there is always the excellent alternative—post your pretties to Pullars, at Perth.

A memorial service in London for a woman officer who has lost her life through enemy action brings the relation

of our sex to the grim tragedy which overshadows the world very near. One is arranged for Mrs. Long, Deputy Chief Controller of Q.M.A.A.C., who was drowned owing to the torpedoing of a hospital-ship. Mrs. Long was in France on inspection duty, and, as a non-combatant, was quite in her rights in taking passage on a hospital-ship. She was the sister of Mrs. Burleigh Leach, Chief Controller of the Q.M.A.A.C., a member of the old county family of Way of Denham. Previous to her late appointment she had done most useful work in the Women's Legion. Her death occurred by drowning in August. The service, on the 15th, will be attended by deputations from all the Women's Services.

Artistic people are concerned about the fate of the Russian Ballet now that there is no Russian Court to subsidise the Royal School of Dancing which fed it. The Ballet, as performing here, is all right, and giving great pleasure; but the future is perplexing. Old tenets as to the years necessary to make a soldier, or even a sailor, have been turned down; but the years of training to make the finest pantomimic ballet-dancers are as arbitrary as ever. These ballets had a distinct influence on dress.

(Continued overleaf.)

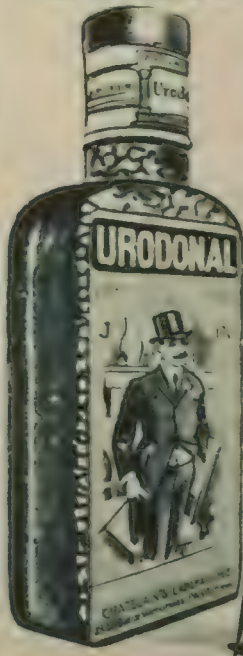


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PREMATURE OLD AGE.

PROF. FLEURY (of the Paris Faculty of Medicine) in the course of a communication to his colleagues described some of the symptoms of premature old age, viz.: dyspepsia, constipation, lassitude, insomnia at night and drowsiness during the day, numbness at the back of the neck, headache, cramp, obesity, heart trouble, sudden rise followed by rapid fall of temperature, kidney trouble, loss of memory, lack of determination in action and general want of tone, &c.

He stated that close investigation of such cases had shown that in 165 out of 201 (i.e., 82%) there was a marked excess of uric acid, this being quite sufficient to cause a man to look prematurely aged. Nevertheless it is consoling to know that this mischievous body poison can be easily and rapidly dissolved and eliminated by the powerful uric acid solvent called URODONAL.

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On saving time!*

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omit it entirely, or as may be necessary, in the cooking of puddings or fruit. Bird's Custard made with two good tablespoonfuls of sugar, is sufficient sweetening. Serve a spoonful or two with each plateful of fruit or pudding. In this way Bird's Custard saves sugar.

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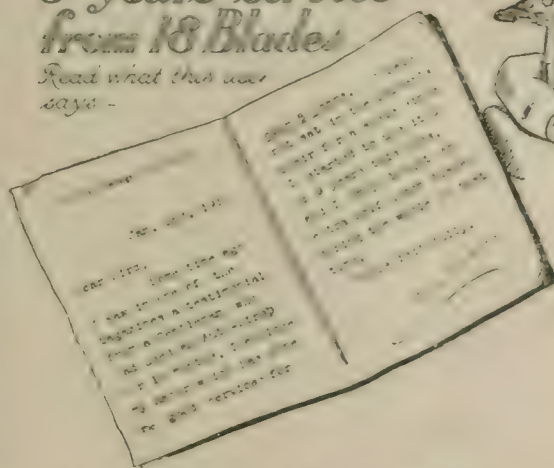
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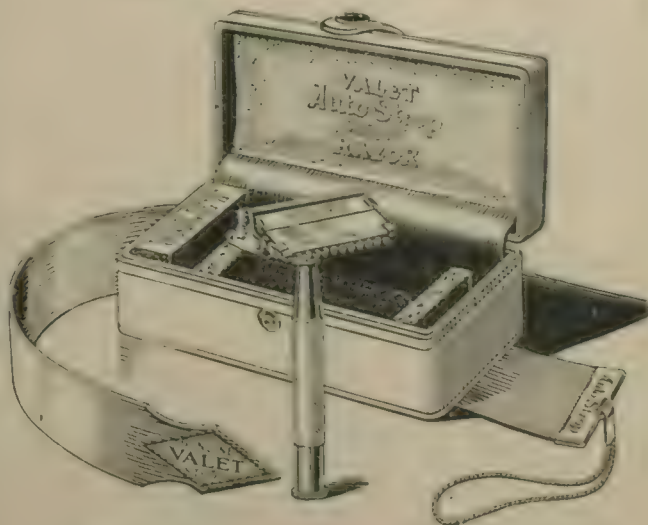
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WIFE OF THE NEW COMMISSIONER OF THE METROPOLITAN POLICE: LADY MACREADY.

Lady Macready was, before her marriage to Sir Neil Macready, Miss Geraldine Atkin, daughter of Mr. Maurice Unwin Atkin, late of Ledingham, Co. Cork. She is Commandant-in-Chief of the Volunteer Service League. (Photograph by Cassano.)

house keep an observant eye on a Russian which springs many a plot and quite

the work of the any to the excel care for the women. This has all been done under Mrs. Gw Chief Controller of the W.A.A.C The new depot and A.P. officers will be started at H

Rogers Hall, New Eltham. H Baroness T'Serclaus, and her deputy is Mrs. Muri Chisholme. These ladies are known as "the Women of Pervyse," and have gained camp and billeting experience in a hard school. They have a mascot in a cat which born on a bombarded ship, the wounded men of which were evacuated and cared for by the two women of Pervyse. They asked their benefactresses to choose a souvenir, a pussy, now a most cherished possession, a peaceful life away from the din of battle which she was born.

Lieut. General Sir Francis Lloyd did a graceful thing the young women war-workers, before relinquishing of the London District, by releasing for them dance Officers.

titled to dance in public; that is, at galleries and places each entertainments are arranged on a war-time basis. The girls are delighted, and, provided they do not burn the candle at both ends, dancing will do them good. They are workers, for it may be taken for granted that shirkers are known, and are left invitationless and partnerless! Their feminine affections are legitimately released on dancing frocks. Simple, pretty, and not many, they yet afford an outlet for that instinct for dress charming.

a dance once or twice a week in view, the delight in a visit to Marshall and Snelgrove's showrooms for war-time evening frocks gives a girl a real joy in life to which her work for her country entitles her. So keen is she that, where her work is in hospital, she has been known to bring away patterns from M. and S. to show her favourite patients, and so to encourage them to get well quickly



TO MARRY CAPTAIN THE HON. JOHN DE BATHE CROSSLEY. MISS DOROTHY FRANCES CAYLEY

Miss Cayley is the daughter of the late Captain Sir Everard Cayley, ninth Baronet, and of Lady Mary Cayley, sister of the second Earl of Wharfedale. Captain the Hon. John de Bathe Crossley is the second son of Lord and Lady Somerleyton. (Photograph by Squire.)

and dance with her! Convalescent officers have to obtain permits to dance—so many of them have proved too eager to begin, and so have hindered their complete recovery. A. E. L.

LIEUTENANT WELINKAR.

We regret that it was stated in *The Illustrated London News* of Aug. 24 that Lieut. Welinkar, an officer of the Royal Air Force, had been officially reported as having been killed while on active service in France. We learn that the fact is that Lieut. Welinkar has been officially reported missing. The official announcement was "Missing—Welinkar, Lt. S. K. C., R.A.F."

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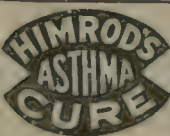
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THE CHRONICLE OF THE CAR.

Service Cars
After the War.

What is to become of all the motor-vehicles which are being used on war service when hostilities cease? I have no means of knowing even approximately how many there are in the British service; but a competent estimate puts it at somewhere near 200,000 of all types, and I should say that this is not very far from the mark. However that may be, there is an enormous number, and it is a very serious question what is to be done with them later on. A large number will, of course, be kept in the Services for demobilisation purposes and for permanent use after the war; but the bulk of these cars will come on to the market in some way or other. If they get into the hands of junk-dealers through the usual haphazard methods of selling surplus Government stores by auction for old-iron prices, it follows that not only will the country suffer serious loss, but the ultimate purchasers will be landed, in many cases, with vehicles that would be dear at any price, and the whole development of motor transport will be very



THE COMFORT OF EMPLOYÉS: A MODEL ESTATE.

The modern and very wise method is to study the comfort and welfare of employés in large industrial concerns. We illustrate a conspicuous example of this in our photograph of a corner of the model village established by Sir Herbert Austin, of the well-known Austin Motor Company, of 479-483, Oxford Street, W. The Austin Estate at present accommodates 2000 inhabitants, and will, when complete, afford housing for 7000, close to the constantly growing works and staff.

seriously impeded. As an alternative, the Government itself may elect to deal with these vehicles directly through the huge establishment which it is contemplated to create at Slough, and on which the Select Committee on National Expenditure has expressed a none too favourable opinion. That course would have many and obvious drawbacks, since it would denote an entry of the State into private enterprise in direct competition with an established industry, and would besides perpetuate the existence of bureaucratic organisations which have been created solely for the purposes of the war, and of which the country desires to see an end made at the earliest possible moment after the conclusion of peace.

There is a third alternative, which seems to be far and away the best; and that is to effect the disposal of these surplus cars through their manufacturers in the case of British-built vehicles, and through their recognised agents or concessionaires in the case of the foreign product. This course has been suggested before, and I believe it has been pretty thoroughly discussed between the representatives

(Continued overleaf.)

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"When our Babe he goeth walking in his garden,
Around his tinkling feet the sunbeams play."



'Come...?'

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But of all the days, perhaps the dearest is the day on which he first stood on his own wee legs and walked—yes, walked—towards our outstretched arms—a little *man* indeed!

And as we saw him come, we saw, too, a vision of the future days in which he will tread through life with firm and fearless feet, and we were *glad* for all the tender care we had been spared to give to him. It came back to us ten-thousand fold!

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of the industry and the powers that be; but, so far, no concrete result has been reached. A fair valuation would be that all used cars should be priced at two-fifths of their cost to the Government; whilst new cars should be re-sold to their makers or agents at three-fifths of the original cost.

The Saving to the Country.

Of course, these figures are not intended to be arbitrary. It might be found that a different proportion would give better results and still be fair; but at least the figure I have named would be a basis for discussion. It might be urged that three-fifths is too low for new cars; but against that it must be pointed out that it costs money to sell cars, and that that cost would fall on the manufacturer; so, on the whole, I am inclined to think it approximates very closely to the practical. Now, it is quite clear that the Government would not finance a series of huge transactions such as are connoted by the disposal of the thousands of cars that will be sold out of the Services; so that the Government would have to pass on the saleable vehicles on consignment, as it were, for the firms concerned to dispose of and render an account of sales monthly, or quarterly, as might be arranged. Obviously, in this way far better prices would be obtained

than as though cars were sold at auction; and I think we are fairly safe in averaging the difference between the



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two methods at £100 per vehicle, so that we can see at once that the taxpayer stands to benefit to the extent of anything from £1,000,000 to £2,000,000, if the estimate of the number of cars to be sold is anywhere near the mark.

Supposing the second alternative to be taken, and the Government elects to deal direct with the surplus vehicles, there is very little doubt that prices realised would be lower than if they passed through the ordinary trade channels. On the whole, it would almost appear preferable to accept the first course.

W. W.

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THE ORIGINAL EUXESIS
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6 cubes, 6d.; 12 cubes, 1/-; 50 cubes, 3/6

IVELCON

ST. IVEL, Ltd., YEOVIL.

Lotus

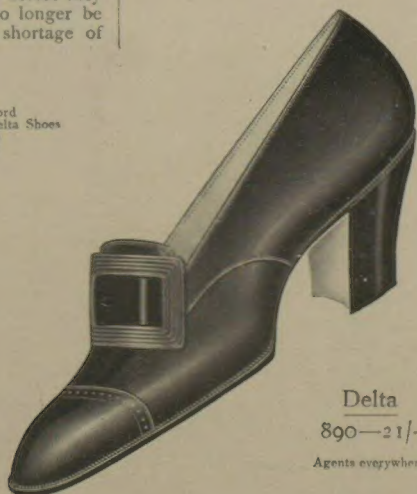
FRESH stocks of Lotus and Delta are arriving regularly at the shops appointed to sell these shoes and, until now, these stocks have been largely sold; a pair here and a pair there to customers, before they arrived from Lotus Ltd. In fact, many a shop in its desire to oblige customers has oversold its next delivery.

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Lotus Ltd, Stafford
Makers of Lotus and Delta Shoes
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Four-and-twenty candles,
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The very best to work by
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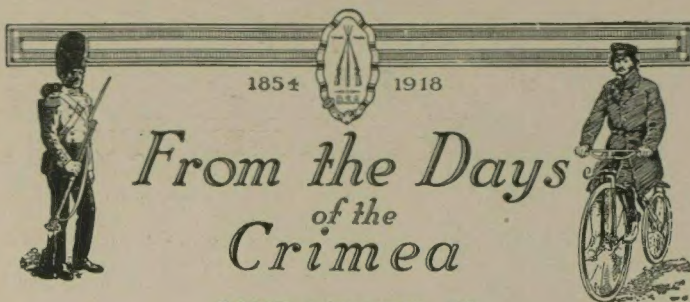
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